CENTRAL INTELLIGENCE AGENCY

S-E-C-R-E-T

25X1

COUNTRY East Germany

REPORT

SUBJECT SDAG Wismut: Objekt 9 and Objekt 50

DATE DISTR. 12 JUN 1957

NO. PAGES 3

25X1

REQUIREMENT

REFERENCES

DATE OF INFO.

PLACE & DATE ACQ.

25X1

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

25X1

Objekt 9

1. Attachment A is a location sketch and side elevation sketch of the Hartenstein Bunker of Objekt 9. Since the taking over by Objekt 9 of the Bunker 101 at Niederschlema in early January 1957, the Hartenstein Bunker has not been in use. It is thought probable that the Hartenstein Bunker will shortly be brought into use again to load material to be brought from the dumps of the disbanded Objekt 100 in Aue for further transportation to Objekt 101 in Crossen. A new railway line, a few kilometers long, is being built from the Hartenstein loading station to a new Schacht in Hartenstein.

2. Attachment B is a location plan of Bunker 101 at Niederschlema. It has been assigned to Objekt 9 since 1 January 1957. Material from the dumps at former Schacht 72 is brought by dump truck to Bunker 101 for loading in railway trucks destined for Crossen. Aktive Masse from Schaechte 310 and 312 is also brought there for outward transmission to Crossen.

3. Attachment C is a sketch showing changes that have taken place in the form of the test instrument used at the loading station at Aue. Attachment D is a sketch of the location of the loading station at Aue. 25X1

[illegible] the loading station is manned by Soviets; the cardboard canisters are off-loaded from motor trucks ([illegible]) into the loading shed, and subsequently loaded in freight cars; one freight car at a time is loaded and after loading is sealed by a Soviet officer; each loaded freight car contains two layers of canisters.

4. The Soviet drivers of Garage 2 of Objekt 9, employed in the transport of crated ore from Objekt 9 to Zeche 50, and cardboard canisters from Zeche 50 to Aue, are being withdrawn and replaced with German drivers. In future, the special trucks of Garage 2 will also be driven by German drivers. Of the 18 former "Soviet" LKWs,* 6 transport crated ore from Objekt 9 to Zeche 50 and 12 transport filled cardboard canisters from Zeche 50 to Aue; the 4 special dump trucks transport ore from Schaechte 38 and 186 to Zeche 50. German drivers now employed on this work are always accompanied by Soviet guards.

*Note: Lastkraftwagen (German) - motor truck

SECRET

25X1

STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC	X				

(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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5. Objekt 9 consists at present of the following Schaechte:

No. 13	-	It is believed that most of the aktive Masse from this Schacht is brought up through Schacht 312. Schacht 13 has only 3 bunkers.
Nos. 250		---
66		---
207	-	---
No. 208	-	Serves at present only as a Schacht for material supplies.
No. 186		
296	-	Both in Alberoda.
No. 186 (Schurf) or No. 186 a	-	New Schaechte installations in Hartenstein, Wildbach, Alberoda and Loessnitz.

6. It is estimated that a total of about 200,000 tons of aktive Masse was transported from the Schaechte of Objekt 9 to Objekte 31 and 101 during January 1957. Of this amount, about 40,000 tons went to Objekt 31 and the remainder to Objekt 101.[1]

Objekt 50, Bruenlasberg

7. [redacted] 25X1

[redacted], each LKW is loaded with 77 canisters in one layer; the LKW has then a 3.5-ton load. The number of journeys made by one truck during the 16 hour working day varies and is about 7, but can be as high as 16. Allowing 12 trucks 7 journeys per day, 26 days a month, with 77 canisters per load, total monthly production may be roughly estimated as 160,000 canisters.[2]

[redacted] Comments: 25X1

1. It is believed that this estimate of production is about 75% accurate; it is probably too high.

2. This is equivalent to about 400 loaded freight cars or about 9 full trains per month. However, this is only a rough estimate, based on the evidence culled by source from unwitting German drivers employed in transporting filled canisters to Aue.

Attachments: 4 rough sketches with notations in German.

[redacted] 25X1

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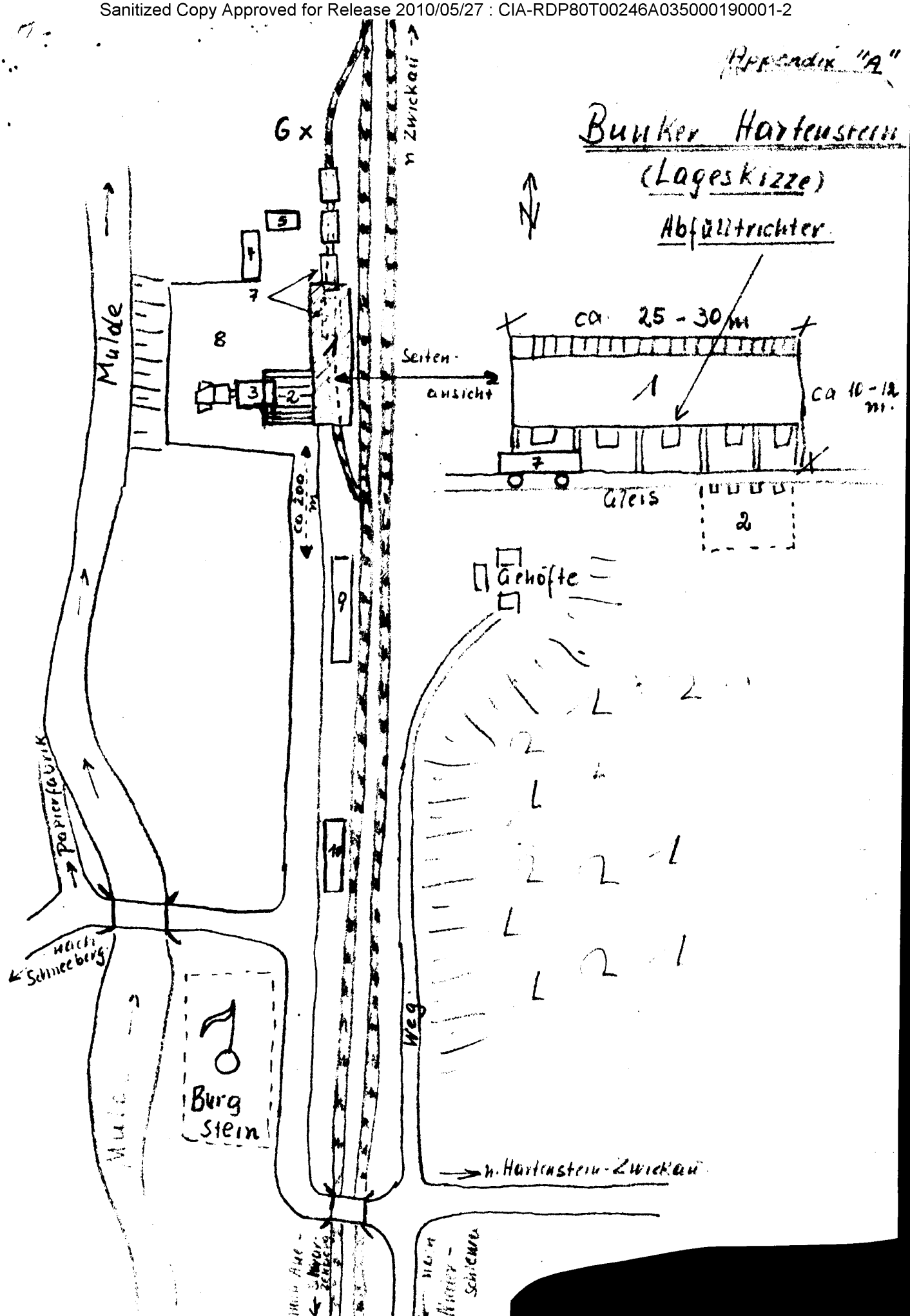
Appendix "A"

Bunker Hartenstein

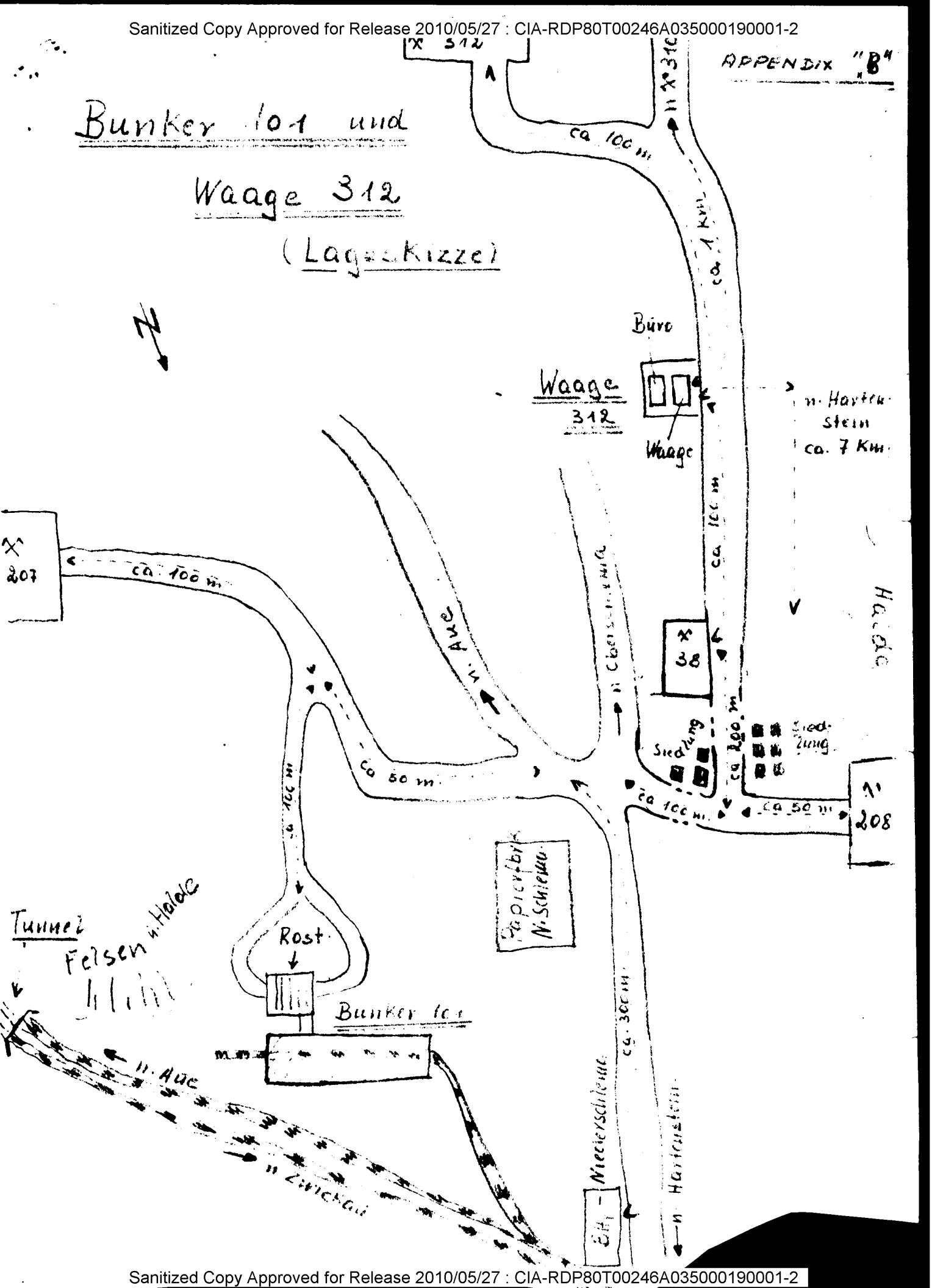
(Lageskizze)



APPENDIX "B"

Bunker 101 und Waage 312

(Lage-Skizze)



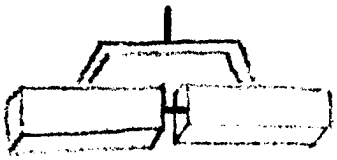
APPENDIX "C"

Prüfgerät des Versuchsbahnhofes Aue

(Aussenanlage)

Berichtigung

der Anlage „C"
zu Bericht S/344, § 7c



Seitenansicht

Veränderung am Prüfgerät in Aue

vor Veränderung

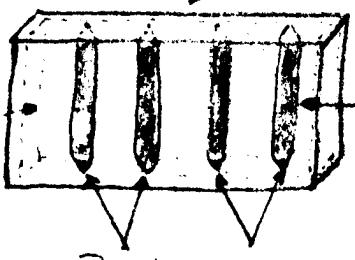
nach Veränderung

} Vorderansicht

Röhrenbestückung

gesehen am Prüfgerät der „Waage 312"

Metallgehäuse



herausnehmbarer Rahmen

Röhren in Rahmen eingesetzt

Messingkontakt mit wie bei Glühbirne aufgeheftetem hellem Punkt

durchsichtiges Glas

Glaskörper undurchsichtig, braun gefärbt.

APPENDIX "D"

Anlage "D".

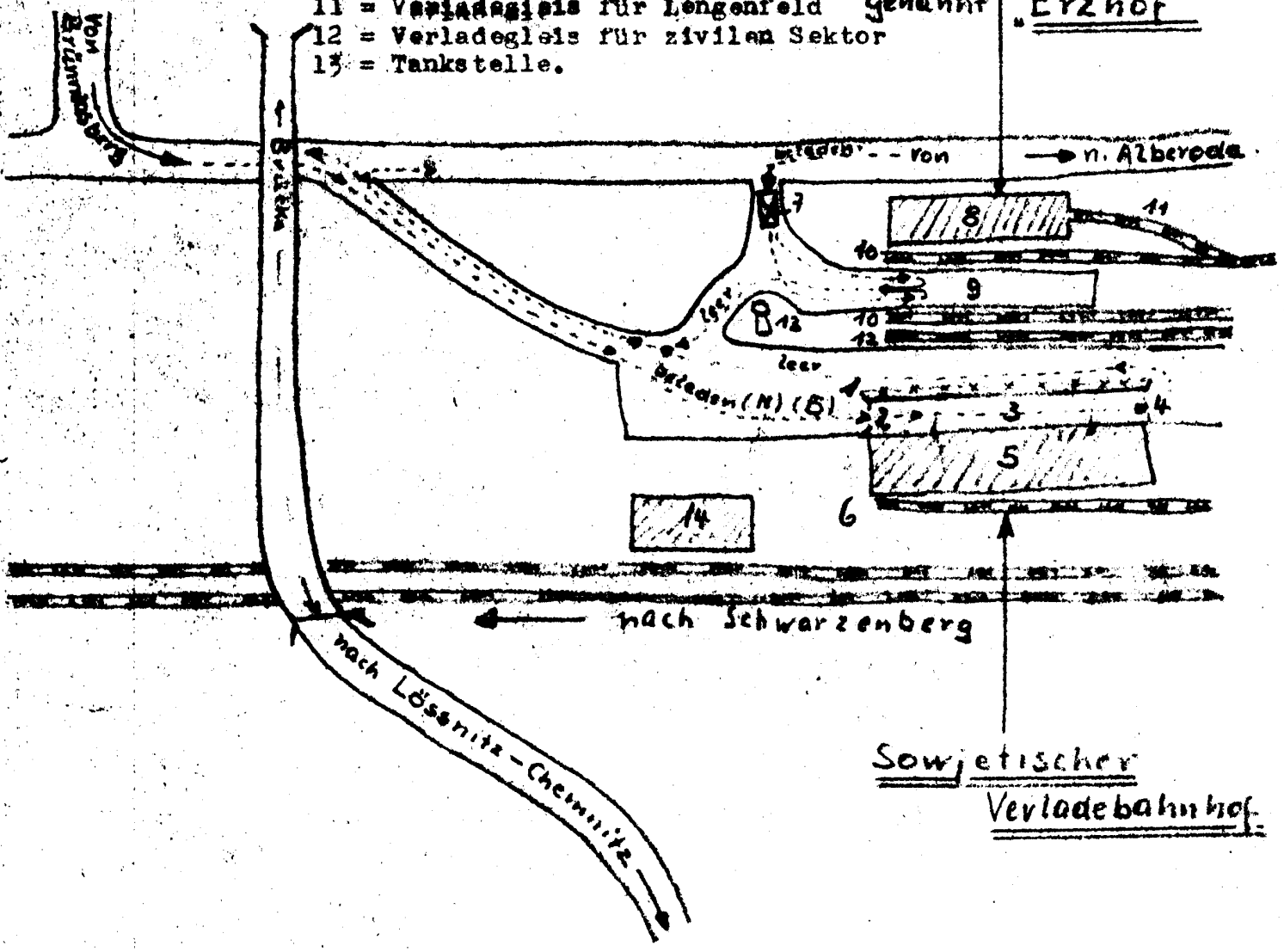
SOWJETISCHER Verladebahnhof AUE

und

Verladebahnhof Aue, genannt "ERZHOF".

(Lageskizze).

7 = Waage u. Prüfstand für Kipper
8 = Bunker für Bunkererz
9 = Rampe für Kipper
10 = Verladegleise für Crossen
11 = Verladegleis für Lengenfeld
12 = Verladegleis für zivilen Sektor
13 = Tankstelle.



1 = Bretterzaun mit aufgesetztem Stacheldraht
2 = Einfahrt in den sowjetischen Verladebahnhof
3 = Hof
4 = Ausfahrt
5 = Lagerhalle
= frühere Güterabfertigung des Bahnhofes Aue.
6 = Gleis des sowj. Verladebahnhofes
14 = Personenbahnhof Aue.